

Kolb Road: Connection to Sabino Canyon Road

City of Tucson Project No. SR8A



Summary of Public Meeting

Wednesday, June 24, 2015

Prepared for:

City of Tucson Department of Transportation

Prepared by:

Gordley Group



Kolb Road: Connection to Sabino Canyon Road

Public Meeting
Wednesday, June 24, 2015
Meeting Summary



Overview

The City of Tucson Department of Transportation (TDOT) and the Regional Transportation Authority (RTA) held a public meeting on Wednesday, June 24, 2015 from 5:30 to 7:30 p.m. The purpose of the meeting was to present the current project information and schedule, and receive public comment. Approximately 141 members of the public attended.

Notification

- June 8, 2015: Government official notification was emailed.
- June 9, 2015: Newspaper advertisement was published in *Arizona Daily Star*.
- June 10, 2015: Invitation was mailed and emailed to project stakeholders.
- June 12, 2015: Invitation was posted to the City of Tucson website.
- June 16, 2015: News release was emailed to local media by TDOT.
- June 16, 2015: Invitation was emailed to stakeholders.

Copies of notification materials are included in Appendix A.

Title VI

Title VI of the 1964 Civil Rights Act regulations provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” Related federal statutes and regulations require TDOT’s Title VI/Nondiscrimination Program to include nondiscrimination protection on the basis of age, sex, disability and income status in all TDOT programs or activities.

A display board, brochures and survey cards were displayed and made available at the meeting regarding Title VI. Four survey cards were received at this meeting and provided to TDOT’s Civil Rights Office. In addition, Title VI language was included in the newspaper advertisement(s) and direct mail inviting the public to attend the meeting.

Meeting Format, Materials and Presentation

At the public meeting, participants were provided a fact sheet, comment form and question card/speaker card. Participants were asked to:

- Sign in
- Fill out and leave completed comment forms at the meeting or send them in by July 8, 2015
- Write questions on question cards to be read and answered during the question and comment session at the end of the presentation
- Fill out a speaker card if they would like to speak

The meeting materials are in Appendix B.

Staffed information stations with aerial plan-view maps were provided on tables, and additional displays mounted on boards were available to allow participants to ask questions specific to the area of their concern. Other stations included Environmental, Landscape, RTA MainStreet Business, and Roadway. Participants were encouraged to view the displays, ask questions and provide feedback.



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A PowerPoint presentation began at 6 p.m. The presentation included:

- Public involvement activities 2009 to 2015
- Public involvement outcomes 2009 to 2015
- Project scope and objectives
- Project schedule and budget
- Bicycle/pedestrian connectivity
- Comparisons of traffic and conditions with and without the project
- Environmental documentation

The PowerPoint presentation is in Appendix C.

A question and comment session followed the presentation.

Comments and Questions from the Public

Comments and questions received during the question and comment session are summarized below.

Q1. Pima County rezoning for townhomes adds 2,000 to 3,000 vehicles per day on Sabino Canyon Road. How will this change traffic patterns on Sabino Canyon Road between Tanque Verde and Cloud Road?

A. The addition of those townhomes will impact Sabino Canyon. The current traffic model shows 48,000 vehicles per day, with 58,000 vehicles projected in 20 years. Sabino Canyon Road is already busy, with no new plans for widening at this time. A new long-range plan is being developed by Pima Association of Governments (PAG) and RTA, and this could be a part of it.

Q2. My concern is the impact of increased traffic on Sabino Canyon Road for neighborhoods north of Tanque Verde and south of Tanque Verde Wash. Where can I find a copy of the report that addresses this specifically?

A. Information about the impact of those townhomes would be part of the rezoning study by Pima County. If you want to look at the study for the Kolb/Sabino Canyon project, this will be available on the project website.

Q3. What is the estimated impact for reducing traffic along Tanque Verde Road west of Sabino Canyon Road?

A. Significant reduction in traffic volume will be seen. Traffic volume is projected to be reduced by 13,000 to 14,000 cars per day by 2030.

Q4. How are the traffic studies showing the actual traffic flow to justify this particular bridge, when Pantano and Kolb and Wilmot are all really so close here?

A. Results from the traffic study can be viewed online. Once the study was done, it was verified with information from the PAG study.



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Q5. Has any study been done to determine the destination of cars passing through the Tanque Verde/ Sabino Canyon intersection? Where can such data be viewed?

A. There are counts of which direction cars were going through the intersection, but not the exact destination. A traffic study can't give an exact number of how many fewer cars will be going through an intersection, we just give our best estimate.

Q6. I understand there is a permanent traffic measurement system installed on Sabino Canyon Road near Vactor Ranch. Is data from that available to the public?

A. Pima County has several traffic counters, some of which can be viewed on the PAG website. Sabino Canyon Road had 47,500 vehicles today. I will give you my business card and I can send you an email with those links.

Q7. Will the four traffic signals from Kolb/Speedway to Sabino Canyon/Tanque Verde be linked with coordinated function?

A. Yes. Signals will be linked and coordinated in the main travel direction.

Q8. Please discuss plans for trees and landscaping along the roadway.

A. Please visit the landscape information table to view examples of landscape plants to get an exact example of the plant palette. The landscaping will be similar to the completed intersection project and will have decomposed granite, large rocks and plants in medians and outside the sidewalk areas.

Q9. Will Sun Tran use this road?

A. Sun Tran currently has a stop at Udall Park and could use the road as part of a shorter route. I would have to check with Sun Tran.

Q10. Will you be issuing a request for proposals for public art?

A. Tucson Pima Arts Council (TPAC) oversees the public art selection process for these roadway projects. The project artist's name is Steven Weitzman. If you would like more information about the plan for public art, speak with TPAC Public Art Program Manager Mary Ellen Wooten, who is here tonight.

Q11. Who is the contact regarding the traffic light at Kolb and Tanque Verde? Traffic doesn't flow well through there in conjunction with the light at the country club, especially morning and evening.

A. I will put you in touch with the Traffic Engineering Department that handles timing for the City.

Q12. Is rubber asphalt still in the plan?

A. The department is considering use of rubberized asphalt in some areas. The fine material ravels at intersections and with turn movements, and wears away, so it becomes a maintenance issue long-term. There is the possibility of a different mix, so we are evaluating. We will keep you in the loop and this will be discussed more at the pre-construction meeting.



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Q13. Map key: What is the purple line? Red line? And where does the road touch ground again (going north)?

A. The purple line is the cut line. Red lines are drainage. See me at the board to review the map keys. The bridge spans the Pantano Wash. Once you span the Wash, the road transitions to the bridge at Mullins Landfill, which doesn't look like a bridge because it is at grade. Piers are installed to keep the roadway stationary while the landfill underneath moves and settles over time.

Q14. What happens if the contractor has equipment failure during construction? i.e. truck breaks down?

A. The contractor's responsibility is to keep functioning equipment. Breakdowns happen; they just go out and get another piece of equipment.

Q15. Are there any studies planned before construction begins?

A. No more studies are planned before construction begins. We will evaluate how everything is functioning after construction.

Q16. There is not good access to Crestline Drive, where people access my business. The planned new access will put all of the traffic coming to my business closer to Pantano II townhomes.

A. Access was altered to be offset so people don't cut through. Several meetings with the neighborhoods made it clear that they did not want direct access so people would not cut through the neighborhood to avoid the intersection at Tanque Verde.

Q17. There has been no NEPA report for the public. Review was supposed to be in September. Where is the report?

A. All environmental reports from the NEPA Environmental Assessment are available online. All mitigation measures will still be followed as detailed in those reports. We just don't have to go through the final review since the federal funding is no longer in place.

Q18. Will civil rights action against Pima County regarding Sabino Canyon Road interfere with your work?

A. No. That is north of the Sabino Canyon and Tanque Verde intersection and this project is south of the intersection, so it won't be affected.

Q19. Why not have an overpass at Kolb Road and the connection road to help Kolb Road flow? We do not need another stoplight.

A. Six alternatives were reviewed and that was one of the alternatives that was found not feasible for reasons such as cost; need to take more right of way; impacts on business since access is decreased; Pima County and City have not shown a great liking for grade-separated intersections since folks don't like their views blocked.

Q20. Will the traffic signal at Udall Park exit/entrance point be similar to the traffic signal at the Wilmot exit/entrance to Park Place?

A. The intersection at Park Place has a Florida T signal configuration which allows folks to make a left while through traffic is still going through. Udall Park entrance will have a standard intersection.



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Q21. What is planned to alleviate traffic noise and air pollution at and near the new traffic signal on Kolb?

A. A noise study was done and noise walls were not warranted. Regarding air pollution, the delay at that intersection is quite low, with not much impact on air quality at that specific location, and the project will have a beneficial impact on air quality for the whole region.

Q22. When did you apply for the environmental study? Does not using federal funds affect any of the regulations during construction?

A. The first Draft Environmental Assessment (EA) went to Arizona Department of Transportation (ADOT) last summer. ADOT approved the draft EA in February and it then went to Federal Highway Authority (FHWA). We realized that there would not be sufficient time to get the final approval before the funding deadline. The project is still maintaining the same standards and mitigation measures that came out of the reports as part of this project.

Q23. Will headlights from vehicles crossing the new bridge at night intrude into yards and homes in Dorado Country Club Estates?

A. That is a very specific question, so please meet with me individually after the meeting to review displays and areas of concern.

Q24. What is being planned to improve (raise) the "sound wall" west of Kolb Road adjacent to Dorado Country Club Estates?

A. The noise study was performed in that area and results indicated that no noise wall is warranted at that location.

Q25. New signalized intersection on Kolb appears to be ¼ mile from the major intersection at Kolb and Speedway. Will this proximity negate any anticipated traffic volume benefits? Can the new intersection be pushed further north?

A. The new intersection is about one-third mile north of Speedway and Kolb. The minimum distance is one-quarter mile and preferred is one-half mile, so the distance between intersections is in between that. Moving further north would take out property from the business park or townhomes. One of our goals is to not take any unnecessary right of way.

Q26. Driving north on Kolb through Speedway, will the light at the new intersection one-third mile north of Speedway be timed so we don't have to stop at Speedway and then again in one-third mile?

A. Yes, signals will be timed to try to avoid an additional stop, but it won't be guaranteed.

Q27. How high in feet is the noise wall? What are the dimensions of the noise wall? How high? Made of what? How is it decorated?

A. The noise wall will vary in height from about 8 feet to 15 feet to resemble the outline of mountains, with the mountain peaks higher than what the noise wall warrants.



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Q28. Is there going to be a walkway from Pantano Townhomes to Udall (somewhere from Calle Malaga and the south end near the drainage channel)?

A. There will be a sidewalk on the side of the road. In order to get over to the park, pedestrians can take the sidewalk to get to the signal at the west entrance, then use the signal to cross over into the park.

Q29. Was 2011 the last environmental control study updated?

A. The Environmental Assessment was approved by ADOT this past February 2015, so that was when it was last updated.

Q30. Regarding my earlier question about travel patterns and traffic studies, how does this compare to other projects around town (past, current, or future)?

A. The study was based upon requirements by both the City of Tucson and ADOT, because it has to be approved by ADOT due to the federal funding. Traffic counts were done, we evaluated systems and conditions today, conditions after the project opens, conditions for the long term, generally 20 years or longer, and looked at traffic alternatives and crash statistics. These can all be found in the traffic study on the project website.

Q31. What are the plans for a Park and Ride at Udall with the current routes that end there and now this additional connection between Speedway/Tanque Verde/Grant/Kolb/Sabino Canyon?

A. I have no knowledge about potential Park and Ride plans. See me after the meeting. I will give you my card and work on locating the information for you.

Q32. If the contractor does not finish the project in the quoted time I would want to have a penalty to the contractor for not finishing as quoted on time, for every week.

A. For all of our projects, the contract contains a liquidated damages clause so that if the contractor goes beyond the stated contract time without justifiable cause for time extension, there is a penalty. The amount is around \$1400 to \$1500 per day. It is a disincentive if the contractor can't meet the contractual days.

The comment session was concluded. Jan Gordley introduced the time for individual speakers. Speaking was timed and indicated with a yellow card when time was almost up and a red card when time was up.

Speaker #1:

Supportive of the project. Lives near the project area and feels that this project is long overdue. Traffic congestion will decrease. Businesses will benefit. Accidents and fatalities will decrease.

Speaker #2

Many people come to my business near Crestline and this makes up a lot of the traffic in this area. How could they do a study without asking me about the traffic from my business? Now that there will be two entrances, it will be difficult for clients to exit easily with the new configuration. (Speaker directed to speak with project team and RTA MainStreet Business Assistance.)



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Speaker #3 (Council Member Cunningham)

Some neighborhoods are negatively impacted by this project. However, the proper process was followed, and this project will help with extreme roadway congestion on Tanque Verde between Wrightstown and Wilmot. Moving \$13 million federal dollars to another Tucson project will keep the money in our community for road construction. Thank you to the team for doing the best possible job on this project.

This concluded the speaker/comment section. Attendees were thanked for coming and reminded that team members will be available at the displays to answer questions. When there is more information about construction, the team will be in touch.

After the presentation, attendees were encouraged to visit information stations to learn more about the project and provide further feedback. The meeting adjourned at 7:30 p.m.

Comments from the Public

Approximately 20 comments and questions were received in the form of comment forms, emails, and phone calls between June 15, 2015 and July 15, 2015.

Comments are included in Appendix D.

Appendices

- A: Notification
- B: Meeting Materials
- C: PowerPoint Presentation
- D: Comments



Kolb Road:
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Summary of Public Meeting

Appendix A
Public Meeting Notification Materials



**CITY OF
TUCSON**



NEWS RELEASE

Contact: Michael Graham
Public Information Officer
(520) 837-6686
michael.graham@tucsonaz.gov

Date: June 15, 2015
TDD: 791-2639

KOLB ROAD: CONNECTION TO SABINO CANYON ROAD PUBLIC MEETING

The public is invited to attend a public meeting for Kolb Road: Connection to Sabino Canyon Road. This project is part of the \$2.1 billion, 20-year Regional Transportation Authority (RTA) plan that was approved by voters in May 2006.

Wednesday, June 24, 2015

5:30 p.m. to 7:30 p.m.

Presentation at 6:00 p.m.

St. Pius X Church, 1800 N. Camino Pio Decimo, Tucson

The purpose of the meeting is to provide information on the project's process, improvements, and construction schedule and to obtain public comment.

The improvements include a four-lane roadway with bike lanes and sidewalks extending Sabino Canyon Road south from its intersection with Tanque Verde Road to connect with Kolb Road approximately one-third mile north of Speedway Boulevard.

Construction is anticipated to begin in fall 2015 and last approximately 12 months.

For those unable to attend the public meeting who would like to participate, please contact Lori Lantz at lori@gordleygroup.com or 520-327-6077 to obtain information and a comment form.

For more information about the public meeting, contact TDOT Project Manager Joe Chase at joe.chase@tucsonaz.gov or 520-837-6619.

For accommodation, materials in accessible formats, foreign language interpreters, and/or materials in a language other than English, please contact Lori Lantz, Gordley Group, 520-327-6077 or 520-791-2639 for a Telecommunication Device for the Deaf (TDD) at least five business days in advance of this scheduled event.

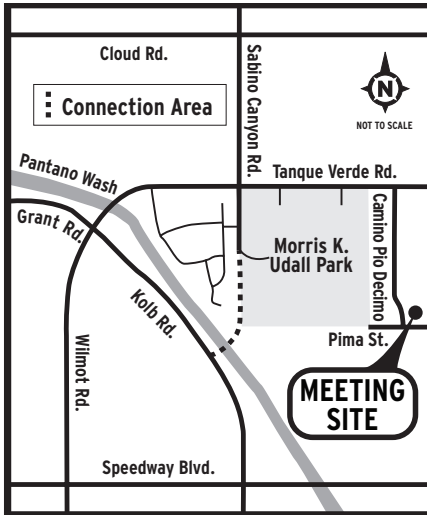
For more information on this project, please visit the website at www.SabinoKolbConnection.info.

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Kolb Road: Connection to Sabino Canyon Road

Public Meeting Notice



Wednesday, June 24, 2015 · 5:30 to 7:30 p.m.

Presentation at 6 p.m. · St. Pius X Church gymnasium

1800 N. Camino Pio Decimo · Tucson, AZ 85715

The City of Tucson Department of Transportation (TDOT) and the Regional Transportation Authority (RTA) invite you to attend a public meeting for the voter-approved RTA plan to connect Sabino Canyon Road with Kolb Road. The purpose of the meeting is to provide information on the project's process, improvements, and construction schedule and to obtain public comment. This project is part of the \$2.1 billion, 20-year RTA plan that was approved by voters in May 2006.

The improvements include a four-lane roadway with bike lanes and sidewalks extending Sabino Canyon Road south from its intersection with Tanque Verde Road to connect with Kolb Road approximately one-third mile north of Speedway Boulevard.

Construction is anticipated to begin in fall 2015 and last approximately 12 months.

Improvements Include:

- Four-lane curbed roadway
- Bridge over the Pantano Wash
- Bicycle and pedestrian facilities connecting to Udall Park from the Pantano River Park
- Traffic signal at the Sabino Canyon Road extension and the west entrance to Udall Park
- Traffic signal at the new connection of Sabino Canyon Road and Kolb Road
- Drainage improvements
- Native landscaping
- Public art

For more information

Public involvement is an important part of this project, and you are invited to attend the public meeting to provide your comments and concerns regarding the project. If you are unable to attend the public meeting and would like to participate, please contact Lori Lantz at lori@gordleygroup.com or **520-327-6077** to obtain information and a comment form.

For more information about the public meeting, contact TDOT Project Manager Joe Chase at joe.chase@tucsonaz.gov or **520-837-6619**.

For accommodation, materials in accessible formats, foreign language interpreters, and/or materials in a language other than English, please contact **Lori Lantz, Gordley Group, 520-327-6077 or 520-791-2639** for a Telecommunication Device for the Deaf (TDD) at least five business days in advance of this scheduled event.

Additional information can be found at www.SabinoKolbConnection.info.

Kolb Road: Connection to Sabino Canyon Road

Public Meeting Notice

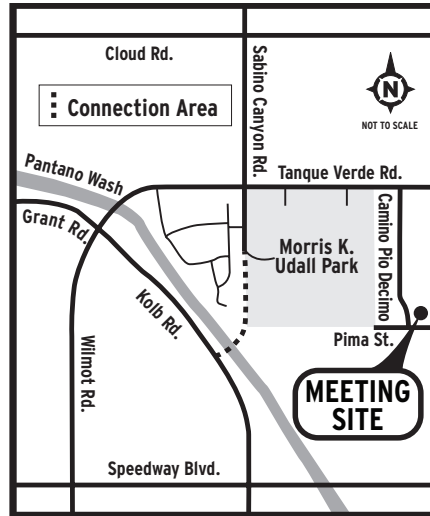
Wednesday, June 24, 2015 · 5:30 to 7:30 p.m.

Presentation at 6 p.m. · St. Pius X Church gymnasium

1800 N. Camino Pio Decimo · Tucson, AZ 85715

Improvements Include:

- Four-lane curbed roadway
- Bridge over the Pantano Wash
- Bicycle and pedestrian facilities connecting to Udall Park from the Pantano River Park
- Traffic signal at the Sabino Canyon Road extension and the west entrance to Udall Park
- Traffic signal at the new connection of Sabino Canyon Road and Kolb Road
- Drainage improvements
- Native landscaping
- Public art



The City of Tucson Department of Transportation (TDOT) and the Regional Transportation Authority (RTA) invite you to attend a public meeting for the voter-approved RTA plan to connect Sabino Canyon Road with Kolb Road. The purpose of the meeting is to provide information on the project's process, improvements, and construction schedule and to obtain public comment. This project is part of the \$2.1 billion, 20-year RTA plan that was approved by voters in May 2006.

The improvements include a four-lane roadway with bike lanes and sidewalks extending Sabino Canyon Road south from its intersection with Tanque Verde Road to connect with Kolb Road approximately one-third mile north of Speedway Boulevard.

Construction is anticipated to begin in fall 2015 and last approximately 12 months.

Public involvement is an important part of this project, and you are invited to attend the public meeting to provide your comments and concerns regarding the project. If you are unable to attend the public meeting and would like to participate, please contact Lori Lantz at lori@gordleygroup.com or **520-327-6077** to obtain information and a comment form.

For more information about the public meeting, contact TDOT Project Manager Joe Chase at joe.chase@tucsonaz.gov or **520-837-6619**.

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Additional information can be found at www.SabinoKolbConnection.info.



City of Tucson Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

You're Invited!

PRESORTED STD
U.S. POSTAGE
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TUCSON, AZ
PERMIT NO. 426



Kolb Road:
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Appendix B
Public Meeting Materials

SIGN-IN SHEET

Kolb Road: Connection to Sabino Canyon Road

Public Meeting

Wednesday, June 24, 2015, 5:30 to 7:30 p.m.

St. Pius X Church Gymnasium, 1800 N. Camino Pio Decimo, Tucson, Ariz.

Please Print

Name	Representing	Address, City, ZIP Code	Telephone	Email
1.				
2.				
3.				
4.				
5.				
6.				
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8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.



Kolb Road: Connection to Sabino Canyon Road

The City of Tucson and the Regional Transportation Authority (RTA) are providing improvements to extend Sabino Canyon Road from just south of Tanque Verde Road to Kolb Road. The improvements include two lanes of traffic in each direction, bike lanes and a multiuse path or sidewalks along Sabino Canyon Road. This project is part of the \$2.1 billion, 20-year RTA plan that was approved by voters in May 2006.

These improvements are funded through the City of Tucson and the RTA. Construction is anticipated to begin fall 2015 and take approximately 12 months to complete. The estimated construction cost is \$15 million.

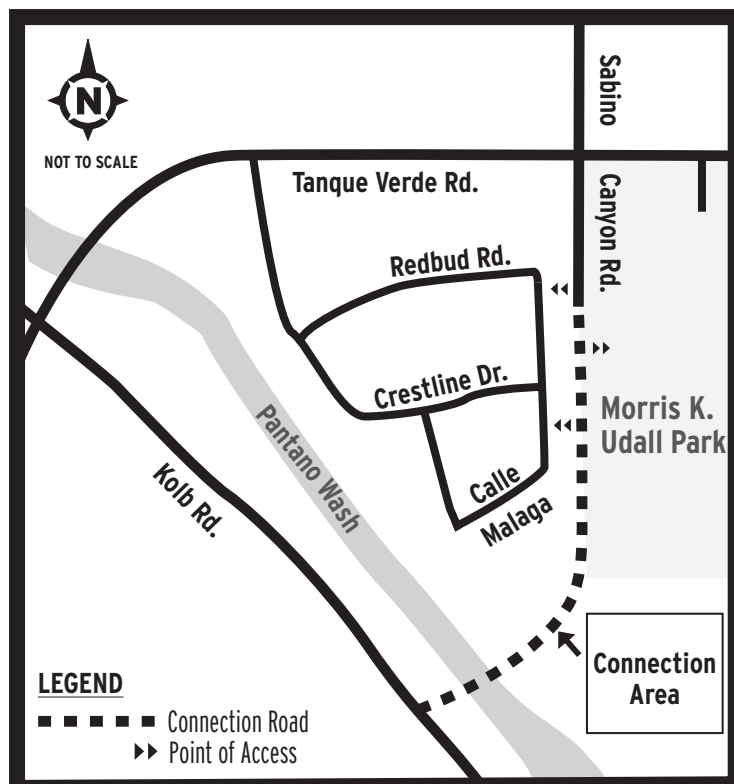
PROJECT OVERVIEW

The Sabino Canyon Road improvements provide two lanes in each direction connecting to a new intersection with Kolb Road, located approximately 0.3 miles north of Speedway Boulevard.

Improvements also include a new signalized intersection at Kolb Road and the new Sabino Canyon Road extension, a new traffic signal at the new Sabino Canyon Road extension and the entrance to Udall Park, drainage improvements, bridges across Vincent Mullins Landfill and over the Pantano Wash, and pedestrian and bicycle connections to Udall Park from the Pantano River Park.

PUBLIC INVOLVEMENT

Since the beginning of the project in 2009, there have been five public meetings, five project Task Force meetings, meetings with homeowner and neighborhood associations, site visits with interested parties, five project mass mailings and ads, numerous business outreach meetings and more than 300 comments received, reviewed and considered. Public comments have contributed to the review of numerous alternatives and a number of design modifications.



CONTACT INFORMATION

Joe Chase, Project Manager, TDOT
joe.chase@tucsonaz.gov, 520-837-6619

Kevin Thornton, Project Manager, Psomas
kthornton@psomas.com, 520-292-2300

Britton Dornquast, RTA MainStreet Business Assistance Program
bdornquast@mainstreetinfo.org, 520-838-4352

Jan Gordley, Public Involvement, Gordley Group
jan@gordleygroup.com, 520-327-6077

Lori Lantz, Public Involvement, Gordley Group
lori@gordleygroup.com, 520-327-6077





QUESTION CARD
Kolb Road: Connection to
Sabino Canyon Road



Please print your question clearly and return your card to a project team member.
My question is regarding Traffic ☐ Environmental ☐ Construction/Road ☐ Other ☐

6/24/15



SPEAKER REQUEST
Kolb Road: Connection to
Sabino Canyon Road



Please print your information clearly and
return your card to a project team member.

Name:

Representing:

Area or Address:

6/24/15



Tucson Department of Transportation NOTICE TO THE PUBLIC

The City of Tucson Department of Transportation (TDOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, national origin, age or disability be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal-Aid Highway Program or other activity for which TDOT receives Federal financial assistance.

Any person who believes his/her Title VI protection has been violated may file a complaint. Any such complaint must be in writing and filed with the TDOT Title VI Office Title VI Program Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the TDOT Title VI Office by contacting Diane Sotelo, Title VI Coordinator.

El Departamento de Transportación de la ciudad de Tucson AVISO PUBLICO

El Departamento de Transportación de la ciudad de Tucson (TDOT) da aviso al publico que es la norma de esta agencia asegurar cumplimiento total con el Título VI de la Ley de los Derechos Civiles de 1964, la Ley de Restauración de 1987, y articulos relacionados y regulaciones en todos los programas y actividades. El Título VI require que ninguna persona será discriminada por razón de raza, color, país de origen, sexo, edad o discapacidad; será excluida de participar en, de negar servicios de programas, ayudas o beneficios por ningún programa o actividad financiados por el gobierno federal.

Cualquier persona que crea que se ha violado su protección bajo el Título VI, puede presentar una queja. Esta queja debe ser por escrito con la Oficina de Derechos Civiles de TDOT dentro de los ciento ochenta (180) días de la fecha en que se alega que la discriminación ocurrió. Para recibir formularios de reclamo, por favor póngase en contacto con la TDOT Oficina de Derechos Civiles: Diane Sotelo, Title VI Coordinator.

DIANE SOTELO

TDOT TITLE VI COORDINATOR

Public Works Building
201 N. Stone Ave. 6th Floor
Tucson, AZ 85701
520-791-4371
520-791-4608 (FAX)
Diane.Sotelo@tucsonaz.gov

DIANE SOTELO

TDOT TITLE VI COORDINATOR

Public Works Building
201 N. Stone Ave. 6th Floor
Tucson, AZ 85701
520-791-4371
520-791-4608 (FAX)
Diane.Sotelo@tucsonaz.gov



HELP US SERVE YOU BETTER.

Thank you for attending our public meeting.

Please take a few minutes to help us provide you with more meaningful services.

The Tucson Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities.

TDOT will also take reasonable steps to provide meaningful access to services and activities for persons with limited English proficiency.

On the reverse side of this card is a brief survey. By completing this survey, TDOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help TDOT fulfill federal reporting requirements.

Completing this survey is voluntary.

TITLE VI KNOW YOUR RIGHTS

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Title VI authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Age Discrimination Act of 1975
- Uniform Relocation Act of 1970
- Executive orders 12898 and 13166



Please mark all that apply.

ETHNICITY/RACE:

- ☐ American Indian/Alaskan Native
- ☐ Asian/Pacific Islander
- ☐ Hispanic/Latino
- ☐ African American/Black
- ☐ White
- ☐ Other

GENDER:

- ☐ Female
- ☐ Male

AGE:

- ☐ Under 20
- ☐ 21 - 39
- ☐ 40 - 64
- ☐ 65+

DISABLED:

- ☐ Yes
- ☐ No

VETERAN STATUS:

- ☐ Yes
- ☐ No

LANGUAGE PREFERENCE:

- ☐ English
- ☐ Spanish
- ☐ Other _____

Please leave this card in the comment box near where the card was provided.

THANK YOU!

YOUR INPUT IS APPRECIATED.
tucsonaz.gov



AYÚDANOS A SERVIRTE MEJOR.

Gracias por participar en esta reunión pública.

Por favor tómese unos minutos para ayudarnos a darte lo mas mejor servicios posible.

El objetivo del Departamento de Transportación de Tucson es asegurar que cada esfuerzo se llevara a cabo para prevenir discriminación en el desarrollo de sus programas, políticas y actividades.

TDOT también tomará todas las medidas razonables para ofrecer el acceso a servicios y actividades para personas con limitaciones en su fluidez del inglés.

Hay una encuesta breve en el otro lado de esta tarjeta.

Completando esta encuesta, TDOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de grupos de las minorías. La encuesta también ayudará a TDOT cumplir con requisitos federales informativos.

Completando esta encuesta es voluntaria.

TÍTULO VI SEPA SUS DERECHOS

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y las regulaciones del Departamento de Transportación de los Estados Unidos, aseguran que "ninguna persona en los Estados Unidos será negada los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de fondos federales por su raza, color de su piel u origen nacional."

Otras Autoridades:

- La Ley Federal de Asistencia Vial de 1973
- Sección 504 de la Ley de Rehabilitación de 1973
- Ley de ciudadanos Americanos con Discapacidades de 1990
- Ley de Discriminación de Edad de 1975
- Ley de Traslado Uniforme de 1970
- Ordenes Ejecutivas 12898 y 13166



Por favor marque las respuestas que le corresponden.

ETNICIDAD/RAZA:

- ☐ Indígena americano/nativo de Alaska
- ☐ Asiático/de la islas Pacíficas
- ☐ Latino/Hispano
- ☐ Afroamericano/negro
- ☐ Caucásico/blanco
- ☐ Otra

GÉNERA:

- ☐ Género Femenino
- ☐ Género Masculino

EDAD:

- ☐ Menos de 20
- ☐ 21 - 39
- ☐ 40 - 64
- ☐ 65+

DISCAPACIDADES:

- ☐ Sí
- ☐ No

VETERANO MILITAR:

- ☐ Sí
- ☐ No

PREFERENCIA DE IDIOMA:

- ☐ Inglés
- ☐ Español
- ☐ Other _____

Por favor, deje esta tarjeta en la caja de comentarios, cerca de donde la tarjeta fue proporcionada.

¡GRACIAS!

APRECIAMOS SUS DATOS.
tucsonaz.gov





Kolb Road:
Connection to Sabino Canyon Road
Summary of Public Meeting

Appendix C
Public Meeting PowerPoint Presentation



June 24, 2015

Kolb Rd.: Connection to Sabino Canyon

COT Project No. SR8A



CITY OF
TUCSON

Department of
Transportation



RTA
Regional Transportation Authority

Agenda and Meeting Format

- 5:30 – 6:00 Open House
- 6:00 – 6:30 Presentation
- 6:30 – 7:00 Questions from Question Card
- 7:00 – 7:30 Speakers from Speaker Card
- 7:30 – 8:00 Open House

Comment forms available at meeting and online



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RTA
Regional Transportation Authority

Public Involvement Activities 2009-2015

- Public Meetings - 5
- Task Force Meetings – 5
- Homeowner/Neighborhood Meetings
- Business Outreach Meetings
- Site Visits
- Mailings
- Website
- 311 Comments
Recorded



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Regional Transportation Authority

Public Involvement Outcomes 2009-2015

- 6 Major Alternatives Considered
- Roadway Alignment Shifted East
- Pedestrian Access Modifications
- Neighborhood Access Changes
- Landscaping
- Public Art



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Project Update

- Design – 100% Complete
- Project Budget
 - RTA Funding - ~\$23M
 - Includes 1st Phase and Design Costs
 - Construction Estimate - ~\$15M
- Project Schedule
 - Public Meeting – June 2015
 - Bid Package To Procurement – Summer 2015
 - Bid Advertisement – Summer 2015
 - Bid Opening – Fall 2015
 - Pre-Construction Open House – Fall 2015
 - Begin Construction – Fall 2015
 - Complete Construction – Fall 2016



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Project Objectives

- Relieve Traffic Congestion at the Tanque Verde/Grant/Kolb Intersection
- Improve Air Quality
- Improve Regional Mobility
- Provide a New Continuous North/South Arterial Roadway



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Project Scope

- New 4-lane Roadway Extending Sabino Canyon Road From Tanque Verde Road to Kolb Road
- Includes:
 - Bike Lanes and Sidewalks
 - Roadway (Bridge) over Mullins Landfill
 - Bridge over the Pantano Wash
 - Drainage Improvements
 - Signal at West Udall Park Entrance
 - Signal at Kolb and Sabino Canyon
 - Public Art
 - Landscaping



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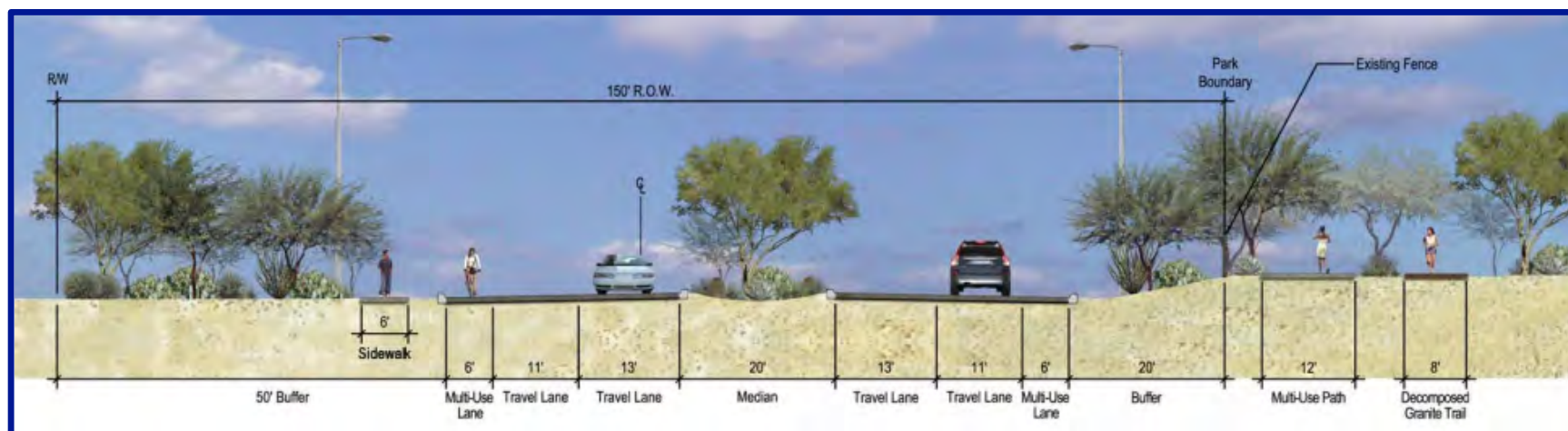
Department of
Transportation



RTA
Regional Transportation Authority

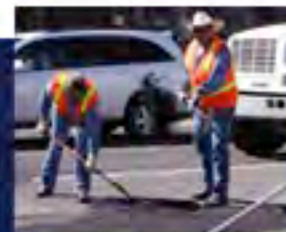
Bicycle/Pedestrian Connectivity

- ADA Compliant
- Connect Segments of Sidewalk
- Access to Udall Park From The South Via Connection To Pantano Linear Park
- Pantano Linear Park Grade Separation At New Pantano Bridge



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Existing Traffic Conditions

- Tanque Verde, Kolb to Sabino Canyon
 - 2nd highest traffic volume in City
- Tanque Verde/Grant /Kolb
 - Worst LOS (Level of Service) in City
 - Highest CO₂ concentration in City



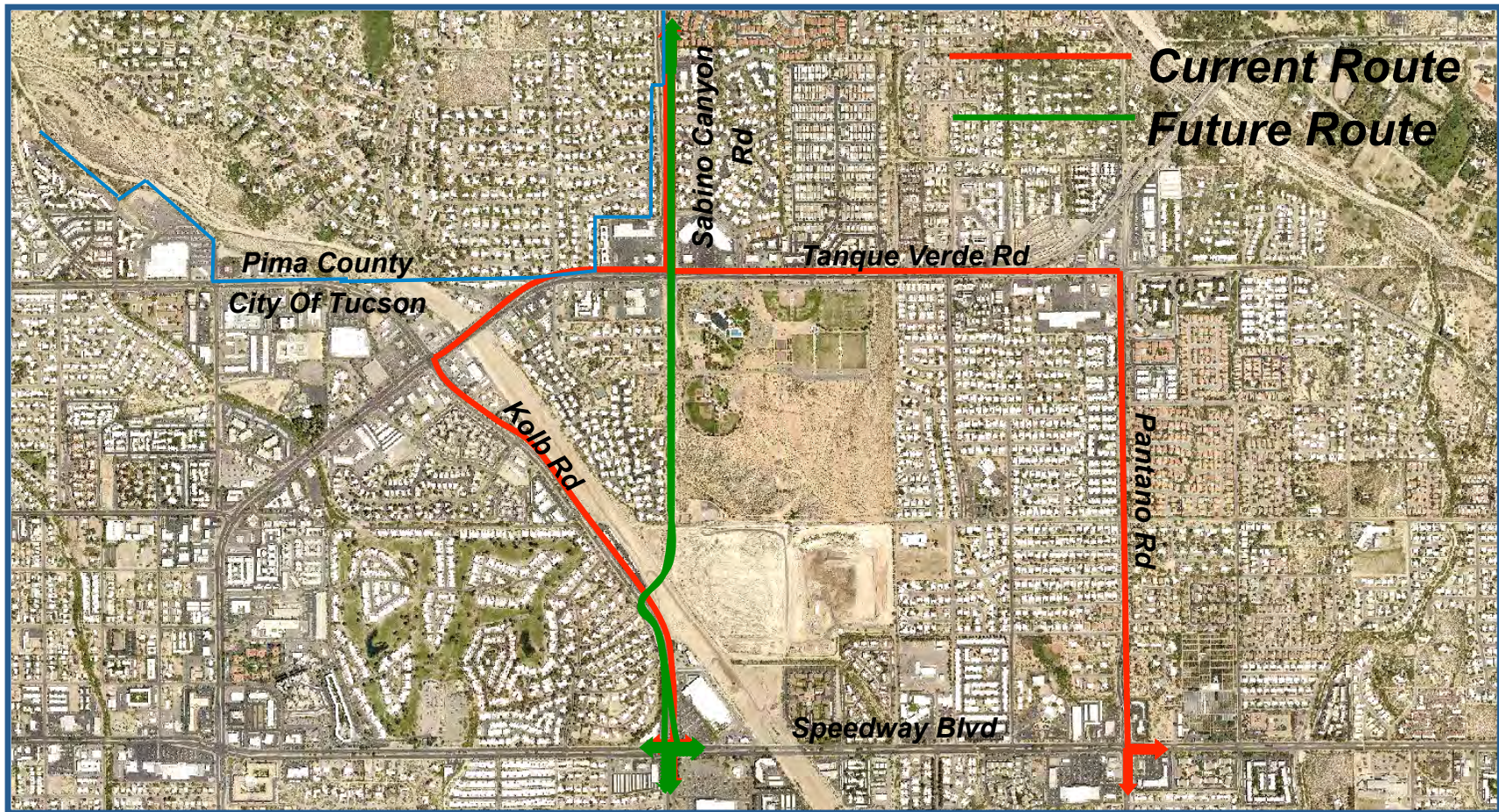
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Changes in Travel Patterns with Project



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Daily Volume and Delay Comparison (Existing Conditions vs. Opening Day With Project)



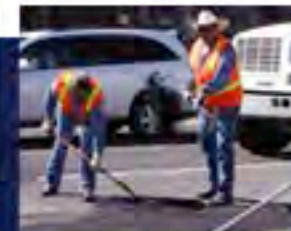
Intersection	Delay per veh		Variation (sec/veh)	% Change
	Existing	Opening Day		
T. Verde/Grant Rd/Kolb	93	43	-50	-54%
T. Verde/Sabino Canyon	102	56	-47	-46%
Speedway/Kolb	53	65	+13	+24%
Sabino Canyon/Kolb (NEW)	N/A	10	N/A	

- Reduction of over 200 hours of delay in the PM peak hour, each day



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Daily Volume and Delay Comparison (2030 Without Project vs. 2030 With Project)



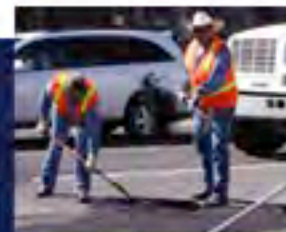
Intersection	2030 Delay per veh		Variation (sec/veh)	% Change
	Without Project	With Project		
T. Verde/Grant Rd/Kolb	171	80	-91	-53%
T. Verde/Sabino Canyon	136	119	-18	-13%
Speedway/Kolb	97	117	+20	+20%
Sabino Canyon/Kolb (NEW)	N/A	17	N/A	

- Reduction of over 350 hours of delay in the PM peak hour, each day



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Environmental Documentation

- Biological Review (12/2014)
- Cultural Resources Survey (3/2013)
- Preliminary Initial Site Assessment (2/2015)
- Air Quality Report (3/2011)
- Noise Report (3/2013)
- Clean Water Act Permit (6/2015)
- Section 4(f) Evaluation (2/2015)
- Section 6(f) Evaluation (2/2015)
- Arizona Department of Environmental Quality Landfill Gas Realignment Approval (1/2011)
- Arizona Department of Environmental Quality Project Plan Approval (9/2014)
- **Mitigation Measures will be retained**



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QUESTIONS?

Please fill out Question Card and hand to project team member

Contact Project Manager Joe Chase P.E.

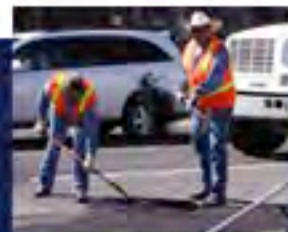
Joe.Chase@Tucsonaz.gov

520-837-6619



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Kolb Road:
Connection to Sabino Canyon Road
Summary of Public Meeting

Appendix D
Public Meeting Comments



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
6/15/15	Phone call	Asked how Sabino Canyon Road extension will affect his property in the project area. He will send email specifics of property location for project team.
6/15/15	Email	As a longtime East side Tucsonan and avid walker, I am delighted with the plan to connect Sabino Canyon and Kolb roads. The heavy traffic in the area could easily be lessened, and more maintained with the proposed traffic signals. Additionally, the plan to connect to the Pantano River Park is most welcomed! While Udall Park is a real asset for pedestrians and cyclists, Tanque Verde is quite dangerous to cross. The Pantano River Park extension is an undoubtedly safer and more pleasurable walking and riding option. I hope for the day that the trail will be further connected to "the Loop"!
06/17/15	Phone call	Not happy about project. Wheelchair-bound. Unable to attend meeting.
6/18/15	Phone call	Excited about the project, as she is older, legally blind, travels by scooter and this will make her trips shorter. Requested that comment form and project fact sheet be mailed to her.
6/18/15	Phone call	Requested comment form.
6/19/15	Phone call	Requested comment form.
6/22/15	Phone call	Project is long overdue; will try to attend meeting. Uses a walker.
6/22/15	Phone call	Concerns regarding traffic increases due to proposed development at River Road and Cloud Road.



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
6/23/15	Email	<p>I have not said anything up to this point, but I would like to go on record to express my concerns about your upcoming Kolb Road Expansion. I do not think that it is worth the money. It will save a few seconds in travel time for some people at a great cost to many others, and it will change the character of the old and lovely neighborhood which it will suddenly back up against because this road will be one of the busiest roads in Tucson, with all the attendant noise, pollution, increase in local traffic and congestion that that will bring. I have owned and paid my taxes on my home in this neighborhood for 29 years, and have always appreciated its quiet and park-like nature abutting Udall Park. This area has been long established, so why do people building up the areas further north and also east of us require us to make this sacrifice for them, which I am sure will decrease our property values?</p> <p>Do not fix something that isn't broken and that works just fine with no cost to any of us. There are so many other road projects that need our time and attention right now and are so much more important and in definite need of funding now, like repairing and repaving some of our most highly traveled, major town arteries that are pot-holed and poorly paved and that already exist, like Grant Road for example. Doing this project would at the least, delay other pressing projects, like the Interstate 19 interchange at Ajo Way. If we swap out the money for more important projects and try to change things with the Federal government, the Federal government might withdraw all the funds they promised or start us back at the beginning, and we would then have a huge bill for \$22 million, all paid for by us. Why even take the risk that something unforeseen like this might occur? Tucson and the RTA still have to come up with the \$9 million dollars no matter how you do the math. I thought we have little money to repair and service any of our roads, so why spend what little we have on this project, with its two expensive bridges, and greatly disturb an entire neighborhood for a third of a mile road extension that saves 17 seconds in travel time? Please, do not continue on with this project. Thank you for your time.</p> <p>P.S. Why not just extend the size of Udall Park? That would leave the park for future generations to develop. We are still waiting for that golf course you promised us years ago.</p>



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
6/24/15	Email	I want to express my disappointment in tonight's meeting. I moved into my house on Crestline Drive in Nov. 2012. In the time since then there has been no neighborhood meeting on the project. I kept hearing how the neighborhood decided one thing after the other, but how could this be when the neighborhood never met as a group? The meeting tonight was to partly obtain public comment. If the project is set in stone, then why bother with the charade of public comment? This project totally screws me as a homeowner, and I am told that there is no mitigation for that. I am more harmed, or at least equally as harmed, by this project than the Pantano Estates community. The only conclusion I can draw is that they had more political clout. Which is the reason the city is not putting Snyder Road through (told to me by Alejandro at tonight's meeting), which would be the real way to reduce congestion on Tanque Verde road.
6/24/15	Email	I very much appreciate the email about the meeting—unfortunately I was unable to attend but if there are notes I would love to read them. Thank you.
6/24/15	Comment Form	<p>I would like the city to address the no U-turn/no left-turn sign on the median at south exit Santa Fe Square. No one can see the sign at the exit. No one obeys it (except me!). It serves no useful purpose. Why have the median break if you can't go across?</p> <p>Love the plan! We are so excited to see it up and running soon.</p>
6/24/15	Comment Form	I support the project 100%. My only beef is with the local neighborhoods' associations who have selfishly delayed a project benefitting the community at large. Their stalling tactics will/have cost all taxpayers millions of dollars in court costs and increased construction costs (because prices have risen during the delay). This project should have been completed years ago!
6/24/15	Comment Form	Kolb Rd. connection to Sabino Canyon Rd. should be built as soon as possible. It can't be built too soon.



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
06/24/15	Question card	Indirectly related to the road is the demographics of this meeting. We are going to see a major implosion in northeast Tucson in the next decade or so.
6/25/15	Email	Last evening you indicated to me that copies of the slides shown at the meeting could be available. If you can forward such to me I would certainly appreciate it. Thank you.
7/2/15	Comment Form	This project is projected to be \$15,000,000. It would help if the people who will bear the cost of this project could see some cost comparisons of bridge construction methods where the bulk of money will be spent. I am sick of these “poured in place” overpasses that are the slowest form of bridge construction. And then when it needs rehab or replacement – line up the traffic day after day, after day, to block off lanes. Prestressed girder or structural steel girder or box girder gets the main components erected with minimal erection time – Inspection is easy – for both, night erection will provide even greater time saving.



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
7/5/15	Email	<p>I wasn't able to attend the meeting on the Sabino-Kolb Connection, but a packet was passed on by a neighbor. I'm happy to see improvements are on their way. Hopefully, it will relieve the congested intersection of Sabino Canyon Rd and Kolb Rd—although that remains to be seen.</p> <p>I saw no mention of exactly where the Sabino Rd extension will meet Kolb Rd—and what type traffic lights will be added.</p> <p>I'm not sure of your role in regards to street planning, but since I've been unsuccessful numerous times with the "Roadrunner," I'd like to bring some issues to your attention—or be passed on to the proper personnel.</p> <p>NO <u>major</u> intersection should allow left turns (especially TWO lanes) on a green light, but rather on a green arrow ONLY. Not only is it dangerous, but also it blocks emergency responders from getting through an intersection.</p> <p>Consider SMART lights at less-traveled intersections. Often the wait is 1-2 minutes with no traffic moving in any direction.</p> <p>Have CONSISTENT traffic lights. Visitors, much less residents, often make mistakes on the directive. ALL lights should have the same order (present variations—leading left, through traffic first, left turn first, etc.)</p> <p>Having been from Southern California, a great deal of my former life has been spent driving and dealing with excessive traffic. Even when visits are currently made, I'm amazed at how well the traffic <u>moves</u> compared to Tucson. It's clearly the lights, and how they operate. I feel more analysis is needed in this area to assist with our present traffic conditions.</p> <p>Your attention and/or assistance with these issues would be greatly appreciated. I love Tucson, and would like to see improvement with the roads and traffic—making it an even better city.</p>



Kolb Road: Connection to Sabino Canyon Road
Public Meeting June 24, 2015
Comment Summary



Date	Comment Method	Comment
6/22/15	Email	<p>My husband and I may not be able to attend the Public Meeting tomorrow evening but want to participate.</p> <p>What is involved in participating? How will the ingress/egress option for the neighborhood be chosen?</p>
7/15/15	Email	<p>Thank you for taking the time to respond and provide the detailed explanation. This is exactly the information I was looking for.</p> <p>We live at the end of Crestline Dr. and having had a car crash into our property due to excessive speed, it is a relief to know there will not be any direct access or cut through at the signal to Crestline Drive.</p>